…a journal of CAP history, feature articles, scholarly works, and stories of interest.

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The Civil Air Patrol National Historical Journal is published quarterly by professional volunteer staff. As academic historians by trade, we recognize the demand for quality publications reflecting a variety of interests to Civil Air Patrol readers, and strive to provide the best in feature and thought provoking articles. We trust you will enjoy what the journal has to offer and will consider contributing to the mission of our staff in providing a forum for the great traditions of our organization.

Clash of the Titans: Sputnik to Atlas

Alexander Shelby, Ph.D.

At a news conference in Executive Office Building across from the White House on February 8, 1956, Roland Evans of the *New York Herald Tribune* asked President Dwight D. Eisenhower if the United States lagged behind the Soviet Union in the production and development of guided missiles. Eisenhower replied,

> "Can you picture a war that would be waged with atomic missiles, well knowing that atomic missiles can be of little value unless they have a tremendously powerful explosive head on them? . . . In other words, they cannot be as accurate as shooting a gun or dropping a bomb from a plane; consequently, you must visualize these things in such numbers and using a kind of ammunition that means just complete devastation. Now, to suddenly stop everything else and just to do this, you are working toward a theory that, to my mind, leaves no longer war, because war is a contest, and you finally get to a point where you are talking merely about race suicide, and nothing else."[1]

Eisenhower's response, however, was misleading. As early as 1946, the United States began development of Intercontinental Ballistic Missiles (ICBMs). For the next ten years, the Truman and Eisenhower administrations would allocate millions in government funding to produce a long-range ballistic missile, the outcome of which would be the U.S. Air Force's Atlas, Thor, and Titan and the U.S. Navy's Solaris ICBM fleets.

When the Soviet Union launched Sputnik on 4 October 1957, many Americans assumed that the United States had fallen behind in missile and rocket technology. There was a belief that the Kremlin had succeeded in surpassing America in the fields of science and technology. All the signs of Soviet inventiveness were there. The Soviets exploded their first atomic bomb in 1949—four years after the United States detonated two

[1] Dwight D. Eisenhower: "The President's News Conference," February 8, 1956. Online by Gerhard Peters and John T. Woolley, *The American Presidency Project*. http://www.presidency.ucsb.edu/ws/?pid=10726 (accessed August 4, 2017).

atomic bombs over Japan. The Kremlin also produced the MiG-15, a fighter jet that outmaneuvered the American F-86–Sabre Jet during the Korea War. Only nine months after the United States exploded the first thermonuclear (hydrogen bomb) device, the Soviets succeeded in detonating theirs. The launch of Sputnik was misleading, however, and succeeded only in shocking the public—not the Eisenhower administration. President Eisenhower understood the dangers of a Soviet ICBM, and as such, took steps to produce an American ICBM before the Soviets.

THE SPUTNIK BLITZKRIEG

Friday, 4 October 1957, began like any other day in the 1950s. Some Americans looked forward to watching a new show called *Leave it to Beaver*, due to debut on CBS that evening. Others anticipated watching Saturday's Game 3 of the World Series between New York Yankees and the Milwaukee Braves, while others looked forward to watching the in-state rivalry between the Los Angeles Rams and the San Francisco Forty-niners. Yet, others were more concerned about just getting away for the weekend to relax. Even Eisenhower planned a trip to his 496-acre farm in Gettysburg, Pennsylvania—the president hoped to play a round of golf in between rest. This was Eisenhower's affluent society based on prosperity, invincibility, and leisure.[2]

With the launch of Sputnik, the image of American invincibly was shattered. The R-4 Rocket that carried Sputnik showed the world that the Kremlin was capable of not only launching a satellite into space but also had first-strike capability, meaning that a nuclear-tipped ICBM could now reach any American city. The following day Americans watched the news coverage on Sputnik

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[2] This despite the turbulence of Red Scare led by Senator Joseph McCarthy's witch hunt to find Communist infiltrators in American government

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Heraldry of Select Unit Patches of the North Central Region

Bruce Kipp, PhD

NORTH CENTRAL REGION PATCH

The North Central Region (NCR) is an administrative headquarters that provides support and assistance to the state wings subordinate to it. The NCR is the fifth of the eight Civil Air Patrol regions in the United States. The regions were most likely established in 1946 as they are given a passing mention in CAP's annual Report to Congress for 1947.

The seven wings subordinate to NCR are as follows: North Dakota Wing, South Dakota Wing, Minnesota Wing, Iowa Wing, Nebraska Wing, Kansas Wing and Missouri Wing.

The region's unit patch is in the traditional shape of a shield with a red scroll at the bottom bearing the region's name in white. The shield is of medium blue. On the shield are seven white stars which represent the seven wings subordinate to the region. The big white star in the center represents the region headquarters. The yellow number 5 is the numerical designation of the region. The central logo of a blue circle with a white triangle containing a red three-blade propeller is the Civil Air Patrol logo that was used during World War II. The red V symbol at the five o'clock position on the shield represents a searchlight beam illuminating the large white star (i.e. the North Central Region Headquarters). No record has been found indicating who designed the patch, when it was designed, or when it was first authorized for wear on CAP uniforms.

SOUTH DAKOTA WING PATCH

The South Dakota Wing Headquarters, CAP designation NCR-SD-001, is located on Ellsworth Air Force Base in Rapid City, SD. One of 52 Wings in the Civil Air Patrol it is subordinate to the North Central Region. The Wing is named after the state where it is located. It was formed at the same time the Civil Air Patrol was formed on 1 December 1941. The earliest specific mention of the South Dakota Wing is in a South Dakota newspaper article dated January 1942.

The Wing Headquarters has moved three times since it was formed. From December 1941 to February 1950 it was located in Pierre. From March 1950 to June 2006 it was in Sioux Falls and from June 2006 to present it is on Ellsworth Air Force Base in Rapid City.

There are two variants of the South Dakota Wing patch. They are very similar in appearance to each other. Variant-1 is believed to have come into existence in 1951. No record has been found as to when Variant-1 was superseded by Variant-2. However, anecdotally, Variant-2 was in wear in the early 1980s [per Lois Schmidt as early as 1968].[1]

Variant 1

This Variant-1 patch is from the Lt. Col. Dick Forman Collection.

The patch, edged in dark blue, is in the shape of a circle, banded in dark blue, with a banner above and below. The upper banner bears the name of the Wing in red on a white field. The lower banner bears the organizational name in red on a white field. The field of the circle is white. In the center is a solid outline of the state of South Dakota in light blue. Superimposed over the state outline is a crude representation of the four faces on Mouth Rushmore in white and light and dark blue surrounded by dark blue that represents the mountain. At the bottom center of the circle is an older version of the Civil Air Patrol emblem; stylized light blue wings with central light blue circle edged in dark blue containing a white triangle with a red, three-blade propeller.

[1] Lt Col Lois Schmidt is a member of the Pierre Composite Squadron, and a recipient of the CAP Congressional Gold Medal.

Variant 2

The patch, edged in medium blue, is in the shape of a circle, banded in medium blue, with a banner above and below. The upper banner bears the name of the Wing in red on a white field. The lower banner bears the organizational name in red on a white field. The field of the circle is white. In the center is a solid outline of the state of South Dakota in light blue. Superimposed over the state outline is a representation of the four faces on Mouth Rushmore in white and light blue with touches of darker blue below and to the right representing the mountain. At the bottom center of the circle is an older version of the Civil Air Patrol emblem; stylized light blue wings with central light blue circle edged in darker blue containing a white triangle with a red, three-blade propeller.

The primary differences of Variant-2 are that the depiction of Mount Rushmore is more precise and that the wings at bottom center are slightly different in shape.

No record has been found indicating who designed the Wing patch—nor has any record been discovered verifying who initially manufactured the Variant-1 design.

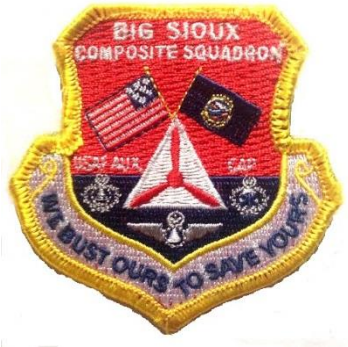
The 1980 uniform sales catalog for the "CAP Bookstore" (1980-2000) did not have a photo of the patch so it is not known if it was Variant-1 or Variant-2. In 2000, the "CAP Bookstore" was replaced by "CAPMart," whose catalogs also did not feature a photo of the patch. Vanguard Industries began manufacturing the Variant-2 design in 2006 when they acquired the contract from "CAPMart".

An argument can be made that when the "CAP Bookstore" took over the marketing of the South Dakota wing patch from the previous manufacturer(s) they, or their subcontractor for patches, used computer design software to clean up the original pattern. If this is the case it would explain how the Variant-2 patch was anecdotally being worn by South Dakota Wing in the early 1980s.

BIG SIOUX COMPOSITE SQUADRON PATCH

The Big Sioux Composite Squadron, CAP designation NCR-SD-058, is located in Brookings, SD. It is one of six squadrons in the South Dakota Wing. The squadron is named after the Big Sioux River that flows past the city.

The squadron's distinctive unit patch is in the traditional shape of a shield with a scroll at the bottom. The entire patch is outlined in yellow. The scroll at the bottom bears the squadron's motto in blue on a silver-gray field. The field of the shield is divided with the upper three quarters in red and the bottom quarter in dark blue. At the top of the red field is the name of the squadron in white. Below this are two crossed flags on staffs; a stylized U.S. flag on the left and the flag of the state of South Dakota on the right. The flag's staffs cross at the apex of a white triangle containing a red three-blade propeller, one of the organizational symbols of the Civil Air Patrol. At the bottom of the red field, to the left, in white is "USAF AUX." indicating that the Civil Air Patrol is the official auxiliary of the U.S. Air Force. At the bottom of the red field to the right is "CAP" in white, the acronym of the Civil Air Patrol. In the blue field are three Civil Air Patrol badges in silver-gray. To the left



is the CAP Ground Team Master badge. To the right is the CAP Paramedic badge. At the bottom center of the blue field is CAP Command Pilot Wings.

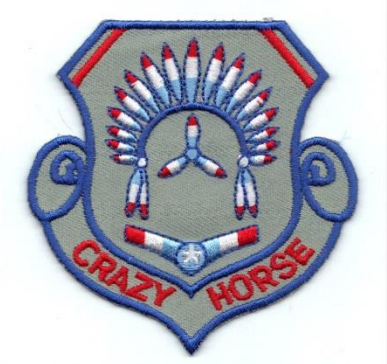
The patch was designed by then Capt. (now Maj.) Nick Gengler, Capt. Dan Gerwing and Lt. Travis Rupp in 2009 and was approved for wear shortly thereafter.

CRAZY HORSE COMPOSITE SQUADRON PATCH

The Crazy Horse Composite Squadron, CAP designation NCR-SD-068, is located in Custer, SD. The squadron can trace its antecedents back to at least the early 1990s. It is one of six squadrons in the South Dakota Wing.

The squadron is named after Chief Crazy Horse, a Native American leader of the Oglala Lakota Sioux tribe. A monument with the figure of Chief Crazy Horse is currently being carved on Crazy Horse Mountain in Custer County, SD.

The squadron's distinctive unit patch is in the traditional shape of a shield with a scroll at the bottom bearing an abbreviated form of the squadron's name in red. The entire patch is edged in medium blue. The field of the patch is silver grey with accents and design elements in the patriotic colors of red, white and light blue. In the center of the field is a stylized Native American chief's headdress. Centered within the headdress is a three-bladed propeller that symbolizes the Civil Air Patrol's aviation component. Centered below the headdress is a stylized wing and star emblem that represents the Civil Air Patrol's status as the official auxiliary of the U.S. Air Force.



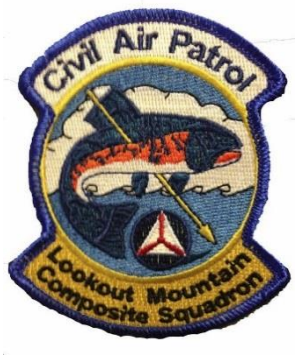
The patch was designed by CAP Lt Col B.T. Marking. A document dated 15 March 2002 with a hand-drawn version of this design was sent to the Wing Commander for approval. The patch was approved for wear shortly thereafter.

LOOKOUT MOUNTAIN COMPOSITE SQUADRON PATCH

The Lookout Mountain Composite Squadron, CAP designation NCR-SD-063, is located in Spearfish, SD. The unit, which received its charter in 1986, is one of six squadrons in the South Dakota Wing. The squadron is named after a prominent terrain feature near the city of Spearfish in Lawrence County, SD.

The squadron's distinctive patch, edged in dark blue, is in the shape of a circle, banded in gold, with a banner above and below. The upper banner bears the organizational name in dark blue on a white field. The lower banner bears the squadron name in black on a dark yellow field. The field of the circle is light blue. In the center is a large trout with a spear through it. The official symbol of the city of Spearfish is a nod to history as prior to the Black Hills Gold Rush of 1876, the area was used by Native Americans (primarily Sioux) who speared fish in the creek (hence the name of the creek and the city). The speared trout is superimposed over fluffy white clouds. At the bottom center of the field is the organizational logo used by the Civil Air Patrol during World War II (dark blue circle, white triangle and red three-blade propeller).

The City Council of Spearfish gave the squadron permission to use the emblem of the city in the design. The patch is a composite of several ideas from a squadron competition held in late 2010 and approved for wear shortly thereafter.



PIERRE COMPOSITE SQUADRON PATCH

The Pierre Composite Squadron, CAP designation NCR-SD-038, is located in Pierre, SD. The squadron can trace its lineage back to 1942, shortly after the South Dakota Wing and the Civil Air Patrol were formed. It is one of six squadrons in the South Dakota Wing.

The Pierre Composite Squadron is named after the city where it is located, and is one of the oldest in the South Dakota Wing, having received its Civil Air Patrol charter possibly as early as 1942.

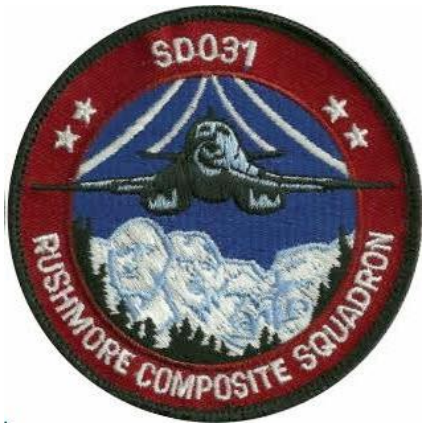
When the Civil Air Patrol, and concurrently the South Dakota Wing, was formed on 1 December 1941, Pierre was the location of one of the eight "Area Group Commands" within the state. Each Area Group Commander was responsible for signing up members in his area. No records have been found indicating that the Pierre Composite Squadron ever had a distinctive squadron patch, nor does the squadron have one now.

RUSHMORE COMPOSITE SQUADRON PATCH

The Rushmore Composite Squadron, CAP designation NCR-SD-031, is located on Ellsworth Air Force Base in Rapid City, SD. It is one of six squadrons in the South Dakota Wing.

The squadron is named after the Shrine of Democracy, commonly known as the Mt. Rushmore monument, an iconic symbol of South Dakota. As the Rushmore Composite Squadron is located on Ellsworth AFB, home to one of the U.S. Air Force units equipped with the B-1 bomber, the squadron's patch blends elements of both into its design.

The squadron's distinctive unit patch is in the traditional round shape and consists of two rings and a central medallion. The narrow outer ring is black. The wide inner ring is red. At the top center of the red ring is an abbreviated form of the squadron's CAP designation in white. Below, and to the right and left are two white stars that symbolize the Civil Air Patrol's mission of aerospace education. Around the base of the red ring is the squadron's name in white.

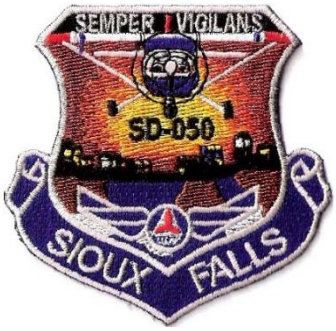


The central medallion depicts a black and grey U.S. Air Force B-1 bomber trailing white contrails as it soars through the dark blue South Dakota sky. Below the bomber is a depiction of Mount Rushmore in light blue and white with scattered trees in black at the base and sides of the monument. No record has been found that mentions who designed the patch, when it was designed, or when it was approved for wear on CAP uniforms.

SIOUX FALLS COMPOSITE SQUADRON

The Sioux Falls Composite Squadron, CAP designation NCR-SD-050, is located in Sioux Falls, SD. It is one of six squadrons in the South Dakota Wing. The squadron is named after the city where it is located. The squadron is one of the oldest in the South Dakota Wing and can document its lineage to 1950 and, anecdotally to 1942, when it was the location of one of the eight Area Group Commands in the South Dakota Wing.

The squadron's distinctive unit patch is in the traditional shape of a shield with a scroll at the bottom bearing an abbreviated form of the squadron's name. The patch is outlined in white. At the top of the shield is a horizontal black bar bearing the Civil Air Patrol motto "Vigilant Always" in Latin in white. Below the black bar is a nose-on



view of a Cessna aircraft in Civil Air Patrol colors flying through the vivid hues of a South Dakota evening. Below the aircraft is an abbreviated form of the squadron's CAP designator. Horizontally, just below the center of the shield is a depiction of the Sioux Falls skyline. The brown and blue area below the skyline represents the waterfall on the Sioux River. At the bottom of the shield is a composite of an older version of the Civil Air Patrol's winged logo over stylized Air Force style wings. This symbolizes that the Civil Air Patrol is the official auxiliary of the U.S. Air Force.

The squadron patch was designed in 2006 by Lt. Col. Rick Larson and the then Squadron Public Affairs Officer Lt. Shawn Anderson. It was approved for wear shortly thereafter.

SIOUX FALLS CADET SQUADRON

The Sioux Falls Cadet Squadron was located in Sioux Falls, SD. The squadron is believed to have been one of the oldest in the South Dakota Wing having been formed around 1945, but possibly as early as 1942. It existed until 2001.

From 1986-2001, there were two CAP squadrons in Sioux Falls; the Sioux Falls Cadet Squadron (SD-050) that existed from the early 1940s to 2001 and the Joe Foss Senior Squadron (SD-061) that existed from 1986-2001. In 2001, the Joe Foss Senior Squadron merged with the Sioux Falls Cadet Squadron to form the Sioux Falls Composite Squadron (SD-050). When the units merged this patch was inactivated and replaced by the new Sioux Falls Composite Squadron patch.

The Sioux Falls Cadet Squadron's distinctive unit patch is in the traditional shape of a circle with banners at top and bottom. The banners bear the name of the squadron in green on a white field. The entire patch is outlined in black. The patch consists of a round white field bearing a large yellow sunburst. In the center of the sunburst is a brown eagle with white tail feathers and head. It is a patriotic image and alludes to the link between the U.S. Air Force and the Civil Air Patrol, its official volunteer civilian auxiliary. Clutched in the eagle's claws is an older version of the Civil Air Patrol Cadet Programs badge. The badge is in the shape of a shield. The top third of the shied is a blue field with white stars. The bottom two thirds of the shield are alternating vertical red and white stripes. In the center of the badge is a large, white three-blade aircraft

Photo credit: 1Lt Vincent Brown *of Sioux Falls*

propeller. CAP Lt. Col. Steward Evans, former Executive Officer of the Sioux Falls Cadet Squadron, confirmed that the patch depicted here is valid and that it was designed by the cadets of the squadron, but he does not recall the specific time in the squadron's history this was done.

Lt Col Bruce Kipp is a former Department of Defense employee who holds a Master of Science in Strategic Intelligence from the Joint Military Intelligence College (JMIC, now the National Intelligence University), and a Ph. D. in European History. He currently serves as the South Dakota Wing's Director of Public Affairs.

Continued from page 2

on their televisions or tuned in to their ham radios to listen to the relentless "beep… beep … beep" that came from the artificial satellite, wondering if Sputnik's messages sent reconnaissance data back to the Soviet Union.[3] Many Americans feared that Sputnik not only symbolized the Soviet conquest of space but would also became the harbinger of America's defeat.

In Washington, partisan bickering began almost as quickly as Sputnik's first signals reached the Kremlin. At the same time, Senators John F. Kennedy and Lyndon B. Johnson—*both Democrats*—began attacking Eisenhower and the Republicans for the defense budget cuts that defined Eisenhower's Cold War strategy: *New Look*—as it was called—espoused budget cuts in conventional military spending for unconventional weapons such as tactical nuclear weapons, long-range bombers, and intermediate-range ballistic missiles. Senator Kennedy would later use this event as a battle cry for his election campaign: "Let's Get This Country Moving Again."[4]

Scientists, too, like Edward Teller, the father of the hydrogen bomb, called the launch of Sputnik a technological Pearl Harbor.[5] What really shocked Americans—Democrats and Republicans alike—was the Soviet ability to hit the United States with a nuclear-tipped ICBM. Eisenhower, however, downplayed Sputnik's significance, calling the artificial satellite "a neat scientific trick," and nice "small ball in the air."[6] The reason Eisenhower showed no concern for Sputnik or the R-4 Rocket was due to intelligence briefings and U2 photos that confirmed there was no missile gap and that U.S. missiles and rockets were more advanced and superior to the Soviet R-4.[7]

AMERICA'S FINEST MOMENT

The first American attempt to put a satellite in space failed, when on December 7, 1957, the Navy's Vanguard TV3 exploded on the launch pad at Cape Canaveral, Florida. It appeared on the surface that the Soviet Union had a better ballistic missile than the United States; in reality, the American rocket had a better guidance system, which made it more accurate for targeting. The United States began development of its ICBM fleet shortly after the Second World War when Werner von Braun, and

[3] CIA, Information Report, "Announcement of the Soviet Satellite and Comments on the Satellite and the Soviet Space Program," November 28, 1957. https://www.cia.gov/news-information/featured-story-archive/2007-featured-story-archive/the-dawn-of-the-space-age.html (accessed August 4, 2017).
[4] United States, and Lyndon B. Johnson. *Public papers of the Presidents of the United States: Lyndon B. Johnson, containing the public messages, speeches, and statements of the President, 1968-69* (Washington: U.S. G.P.O., 1970), 19:1173.
[5] Zuoyue Wang, *In Sputnik's Shadow: The President's Science Advisory Committee and Cold War America* (New Brunswick, N.J: Rutgers University Press, 2009), 77.
[6] Yanek Mieczkowski, "Eisenhower's Sputnik Moment: The Race for Space and World Prestige," *Journal of American History,* 100, no. 4: 1263. 99.
[7] The U.S. produced three nuclear-tipped ICBM missiles: the Atlas, the Titan, and the Minuteman. The focus of this paper will be on the Atlas

1,600 other Nazi scientists were brought to the United States as part of Operation Paperclip to develop America's first missiles and rockets—based on the V-1 and V-2 rockets that rained terror on European cities during the Second World War.[8] The research and development into ICBMs began in 1946. Progress was extremely slow due to lack of funding for the missile and rocket program. Indeed, Truman gave little priority to the development of long-range ballistic missiles, appropriating only $1 million for their development, but, nonetheless, the program did successfully lead to the first Atlas ballistic missiles.

The Army, Air Force, and Navy all began separate programs to produce an ICBM. However, the Air Force had to overcome some cultural obstacles before its missile and rocket program fully advance. A culture of reluctance to change had developed in the Air Force shortly after the Second World War. Air Force strategy in this early Cold War period revolved around Strategic Air Command (SAC) that relied on long-range bombers rather than long-range missiles. General Henry "Hap" Arnold, a first and last five-star General of the Air Force, however, embraced new technology as part of the Air Force's new mission. He forced the Air Force to overcome its reluctance to change, and he pioneered the effort to produce the Air Force's first ICBM, advocating that long-range missiles with greater accuracy were part of the Air Force's future.[9]

Due to General Arnold efforts, the Air Force began its research and development of missile technology in October 1945. This materialized with the Navaho, a winged cruise missile that looked similar to the German V-1 rocket, and the MX-774, which was developed jointly with the U.S. Army and resembled the German V-2 rocket.

The Truman administration's Cold War strategy did not rely on missile and rocket technology, and this resulted in budget cuts for research and development. As a result of the budget cuts, the Air Force had to cancel the MX-774 program in 1947. However, Consolidated-Vultee Aircraft (Convair), the company the Air Force contracted to build the MX-774, continued research and development of the missile. From 1949 to 1950 Convair continued tests and to make design improvements to ballistic missiles. When the Air Force looked for a new and improved ballistic missile project in 1951, Convair had already made substantial improvements to the MX-774, and was awarded a new contract by the Air Force to produce an even more advanced MX-774. The result was the X-11 Atlas, the same rocket that carried not only America's nuclear warheads but also John Glenn into orbit.

By 1954, the Air Force began work on the Atlas, Thor, and Titan ICBM rockets. Work on the Atlas began in 1954, and a fully operational Atlas A was successfully launched on June 11, 1957. This led to the development of an even longer-ranged ICBM, the Atlas B, a missile with a range of almost 6000 miles, and the Atlas D, the first operational ICBM, that became the standard for all other Atlas rockets, going into service on October 31, 1959.[10] Furthermore, the Atlas D became the first American ICBM capable of carrying a nuclear warhead anywhere on the

[8] The Soviet Union also used Nazi rocket scientists to develop their missile and rocket technology.

[9] Arnold predicted that future wars would relying more on missiles than on pilots. See Thomas P. Hughes, *Rescuing Prometheus: Four Monumental Projects that Changed the World,* (*New York: Pantheon books, 1998),* 155.

[10] A modified Atlas D would later make John H. Glenn Jr. the first American to orbit the earth in his Mercury capsule on February 20, 1962.

globe and was cost-effective, which compared to other military expenditures at the time, was economical and centered around Eisenhower's New Look policy that advocated government frugality in conventional military spending while relying on nonconventional weapons.[11]

After the successful launch of Sputnik I, the United States missile and rocket program went into overdrive. On 31 January 1958, the Army Ballistic Missile Agency launched Explorer I, America's first satellite, into orbit on a Jupiter-C rocket. Although significantly smaller than Sputnik, Explorer I was more advanced, with an external and internal thermometer to measure temperatures, as well as a cosmic ray detector, microphone for recording micrometer impacts, and Geiger tubes which detected the Van Allen radiation belt—*charged particles around Earth's magnetic belt*. In addition, Explorer I continued to send signals back to earth for four months. By contrast, Sputnik I transmitted for 21 days and Sputnik II for only 7 days.[12] Sputnik's monopoly in the ICBM race proved to be a short-lived victory.

By 1959, the Air Force had a fully operational Atlas missile capable of carrying nuclear warheads anywhere on earth, or men into space. Additionally, the Eisenhower administration and Congress began to reorganize the U.S. education system under the National Education Act of 1958, with emphasis on science, technology, engineering and mathematics (STEM). Moreover, Washington developed new civilian-controlled agencies, the National Aeronautics and Space Administration (NASA) and the Defense Advanced Research Project Agency (DARPA). This officially became known as the "Sputnik Moment" because Sputnik not only propelled the Soviet Union into space but launched the American initiative in education and research funding. Perhaps this is why Eisenhower showed little concern for the Soviet "small ball in the air" called Sputnik.[13]

Dr. Alexander Shelby is a CAP Aerospace Education Member, (AEM) and Assistant Professor of History at Indian River State College in Ft. Pierce, Florida. He holds a doctoral degree in American Diplomatic History from Florida State University.

Call for Submissions

The Civil Air Patrol *National Historical Journal* (NHJ) welcomes articles, essays, and commentaries on any topic relating to the history of the Civil Air Patrol, or military/civilian aviation and aerospace history.

All historiographical works and essays must be submitted in Chicago Manual of Style (CMS). Authors should submit digital photographs (minimal resolution of 300 dots per inch) and illustrations for publication. Content should be the work of the author or open source. Adjustments to pixel saturation, color and size will be made according to the editorial staff's recommendations. Please note that when submitted to the editor at the Civil Air Patrol National Historical Journal, all works and related media are released from copyright infringements when published.

Editorial changes are at the sole discretion of the editorial staff, and will be discussed with the author prior to publication, and require release from the author.

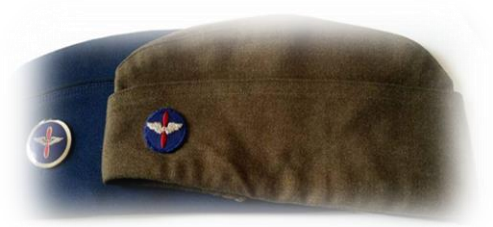
The CAP NHJ editorial staff reserves the right to refuse any work submitted. All submissions must be sent as MS Word attachments and mailed to the editor at kefinger@cap.gov.

[11] Christopher Gainor, "The Atlas and the Air Force: Reassessing the Beginnings of America's First Intercontinental Ballistic Missile, *Technology and Culture,* Volume 54, Number 2, (April 2013): 346.
[12] Mark Williamson, *Spacecraft Technology: The Early Years* (London, UK: Institute of Engineering and Technology, 2008), 93.
[13] John Lewis Gaddis, *Strategies of Containment: A Critical Appraisal of American National Security Policy during the Cold War* (New York, New *York: Oxford University Press, 2005), 185.*

A Uniform of Historical Proportions: The process of making an authentic CAP WWII era uniform

Vanessa M. Muñiz-Medina

During the first Civil Air Patrol (CAP) history class I ever taught, I showed cadets a WWII Olive Drab (OD) Green Army garrison cap with an original tag reading December 16, 1941. The cap had a hand sewn CAP cadet patch.

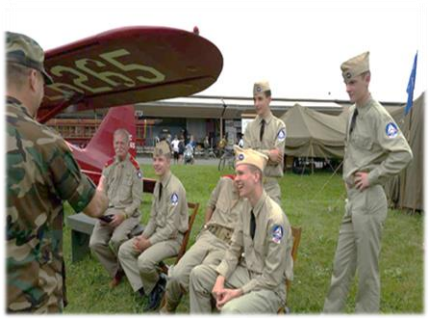


WWII era Garrison cap (top), and 2015 CAP Flight Cap

I had no idea if this cap was used by a cadet or if this was a replica made with original parts, but the effect it had on the cadets of my squadron was something difficult to ignore—*the expression on their faces and their curiosity was priceless!*

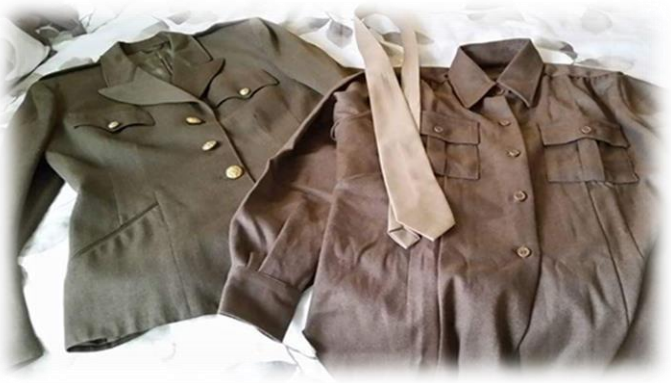
As the historian for the Upper Montgomery Squadron (MER-332), I have a passion for teaching history to the cadets. If a garrison cap can help me to create curiosity and a love for history in Cadets, imagine what a full uniform could do! That is why I started looking for an original WWII era CAP uniform.

I visited antique stores, WWII reenactments, and spent countless hours perusing Internet websites with no luck. The conclusion I came to was that WWII Civil Air Patrol Male uniforms were scarcely available (when found they were pricey), and female uniforms were seemingly non-existent.



CAP cadets at WWII Reenactment. Photo provided by author.

The effort was proving to be more difficult than I anticipated. One day, while I was browsing through an antique store with no more success than I had earlier in my quest, the store owner suggested that I could simply make my own composite uniform, "buy a WWII Women's Army Core (WAC) uniform, CAP patches and pins put it all together and have your uniform".



Original WWII WAC Jacket with replica shirt and tie.

I intended to follow the shopkeeper's suggestion, but when I finally got a WWII WAC uniform I could not bring myself to change its buttons, change the green epaulets for red epaulettes and take off the beautiful patch. I could not take away its own history and change it to another. Faced with this dilemma, I decided that the best way to make my own WWII CAP uniform replica was to make it from scratch.

Author with her mother; credit author

Making a uniform would not be as simple as it sounds. The first—*and perhaps most important*—thing (or person) I needed, was my mother. Her name is Migdalia Medina-Perez and she is the best dressmaker I have ever known! She takes after her mom (my grandmother) and when I asked her if she could help me out she said "yes" without hesitation.

Once I got my mother on board, the next thing I needed was the right fabric, a sewing pattern, WWII-era CAP buttons, shoulder patch, and lapel pins. The fabric was difficult to find. I settled on something close enough with respect to color and material (100% wool), although the fabric weave was not exact.

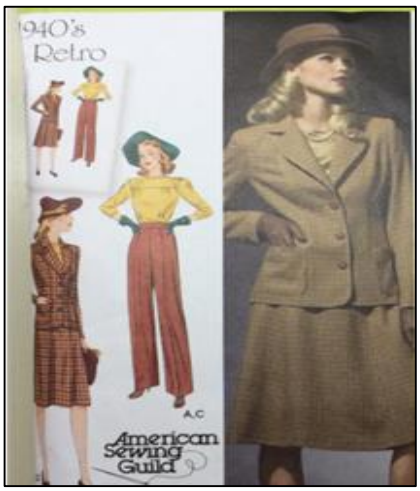


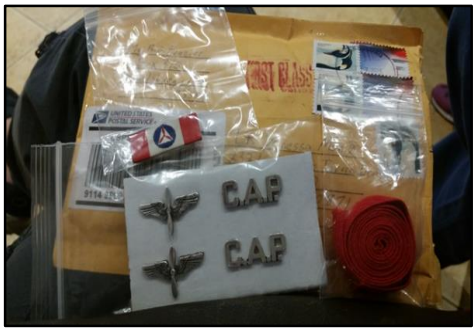
Photo credit: Author

As you might expect, I was not able to find a WWII Military Uniform sewing pattern either, but I found a 1940's style sewing pattern for a skirt and jacket. This was a step in the right direction. I then researched pictures of WWII CAP female officers and with the pictures in hand, my mother was able to make the jacket, a skirt and the cap. We were finally on the way to recreating an authentic WWII era CAP uniform.

WWII CAP Officer, CAP archival photo

Col. Louisa Spruance Morse, wearing CAP Uniform from December1944 to August 1951. Source: CAP National History Program

One of the most difficult items to find on my own was the red arm braid worn by CAP officers. With the help of other CAP historians I was able to find the red cuff braid (for the jacket), the silver prop and wings, and C.A.P cutout insignia for the lapels. The most prized accoutrement, however, was an original WWII Service Ribbon!

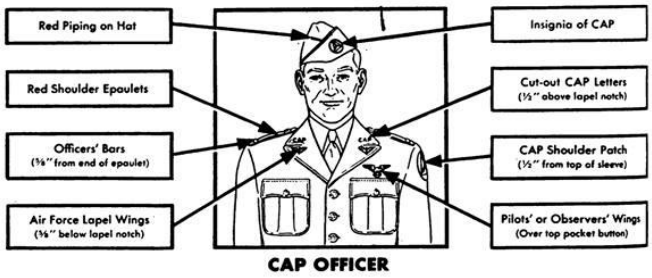


Uniform lapel pins, service ribbon and red arm braid provided by Major Greg Frazier

It took my mother about a week to assemble the uniform and all of its various parts. Any reference we had available was used to check, and re-check the authenticity of the uniform's progress. This included the proper placement of ribbons, pins, insignia, and braid. CAP Chief Historian, Col Frank Blazich, jr. provided assistance as well by sending me a copy of an authentic handbook showing where to place the various uniform items.

CORRECT WEAR OF THE CAP UNIFORM AND INSIGNIA

Proper respect for the uniform of your country requires that you wear it correctly, keep it clean and in good press at all times, and conduct yourself with military bearing and dignity while wearing it. A military organization is judged largely by the showing its members make. Don't let your fellow members down. (Pictures furnished by courtesy of "Contact", published by the Michigan Wing, CAP.) (See also page 176.)



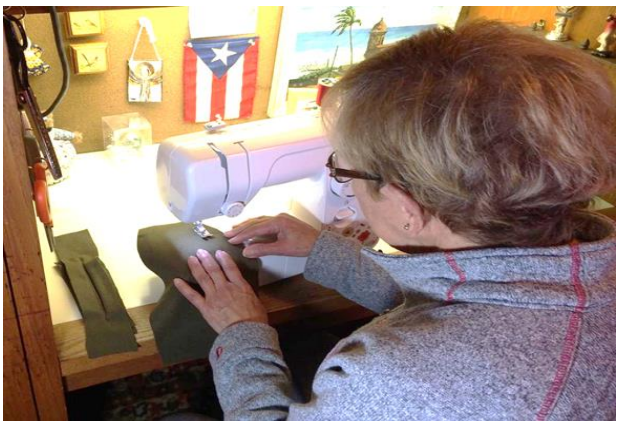
CAP OFFICER

ENLISTED PERSONNEL

156 CAP HANDBOOK

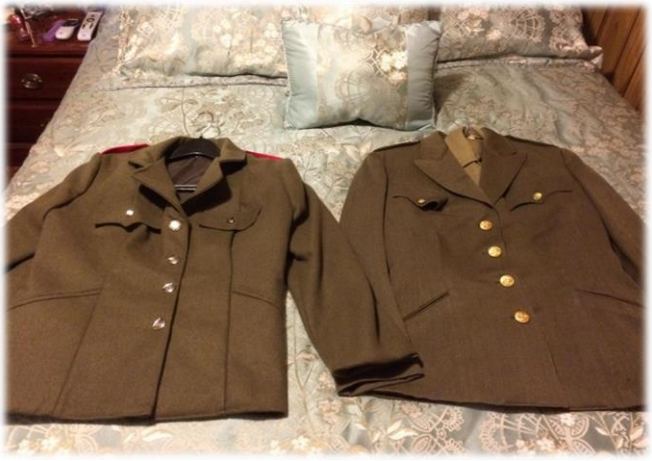
CAP ARCHIVES; Provided by Col F. Blazich, Jr.

The following photographs reveal a little of the process from start to finish:

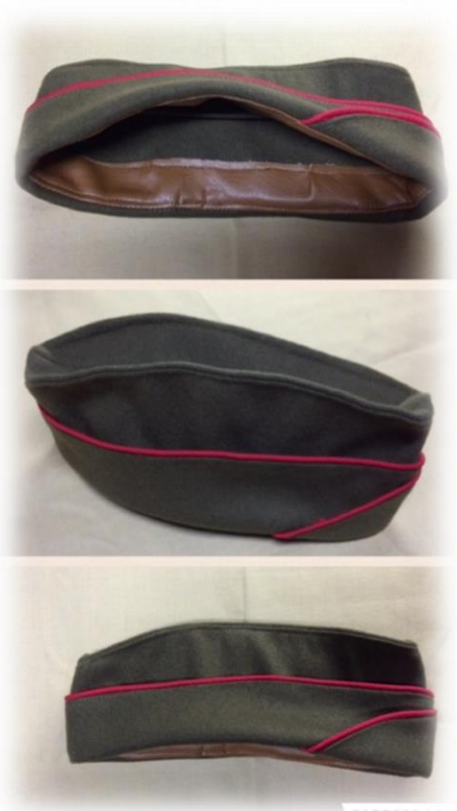


Author's mother sewing parts of the uniform

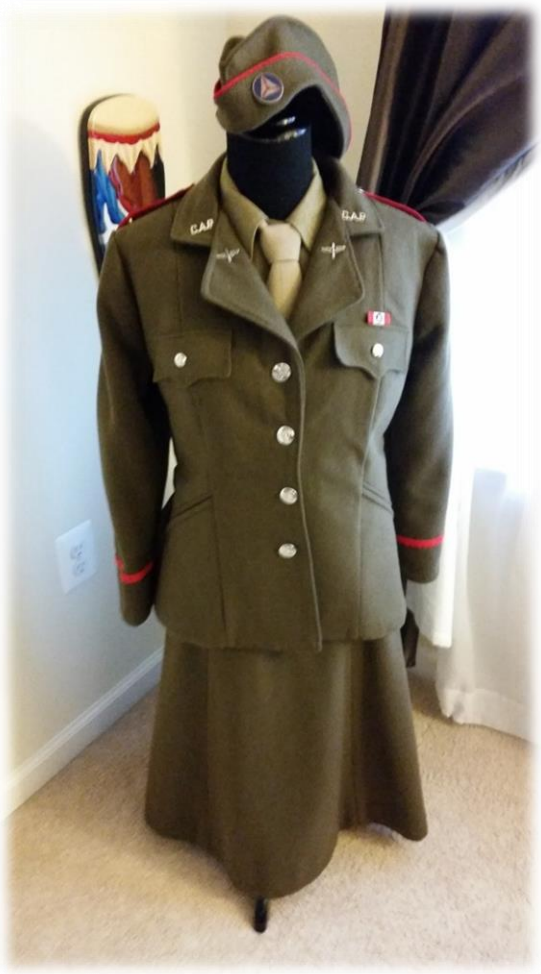
CAP WWII Replica vs. Original WWII Jacket



Replica Flight Cap



The story of my CAP uniform is unique and filled with the love I have for history itself. It was made possible by the sense of duty and volunteerism that defines the spirit and mission of the Civil Air Patrol.



I would like this to be my tribute to the Civil Air Patrol and its history. Perhaps just as important, I wish to honor WWII CAP volunteers and the nearly half million members of the Greatest Generation whose efforts were an integral part of the defense of our country.

Lastly, it is my earnest hope this work will serve to instill in future generations of CAP cadets and officers the same sense of devotion to service, pride and love for our nation's glorious past.

Col Blazich's encouragement motivated me to write this article for the CAP NHJ:

> *"…your uniform represents the spirit of the World War II CAP members, where a commitment of service drove a desire to assemble a uniform by whatever means were available."*

It would be difficult to fully recognize the number of CAP members who stepped forward to make this project possible. It was a huge undertaking, and the result will last for many years to come. CAP cadets wherever I take the uniform, will have an opportunity to see history, and the story behind recreating a part of it.

Vanessa M. Muñiz-Medina is the squadron historian for the Bethesda-Chevy Chase Composite Squadron. As a profession, she is an associate scientist for a Maryland-based pharmaceutical company.